

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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Part I

1. In June 1948, the VEB Schiffselektrik was organized in Rostock-Marienehe. Until 31 December 1952 it was subordinated to the HV Elektrotechnik, but from 1 January 1953 it came under the HV Schiffbau of the Ministry for Machine Construction.
2. It is estimated that there are 3,000 employees of all types, of which approximately 18% are women and 420 are apprentices. The specialist production personnel number 1,150. One hundred and forty apprentices are trained there at present,<sup>1</sup> and in the autumn of 1955 it is expected that a further 120 new apprentices will arrive.
3. Personalities

Manager: Knoll, Walter

Technical Manager: Menzer, Heinz

Commercial Manager: Rockmann

Labor Manager: Weiss, Rudi

Chief Accountant: Bahlemdorf

Head of Central Planning: Thomaschek, Hans

C. O. of Factory Guard: Horn, Erich

SSD Representative: Boettcher

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SSD Informer:

Fett, Walter

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4. Plant construction Program.

The VEB Schiffselektrik Rostock-Marienehe is the only enterprise of this type in East Germany. It deals with the entire development, construction, preparation of material, and the building and installing of all electrical equipment in ships.

5. Departments and Sections

- a. The main office at Marienehe is the head office for all departments and works.
- b. The management of the enterprise is under the Technical Manager, Commercial Manager for Labor, Chief Accountant, Head of Central Planning and Works Security.
- c. The following sections are subordinated to the Technical Manager: Construction, Technology, Goods Control, Section Investments and the Chief Engineer's Section which maintains the plant equipment.
- d. The construction office is divided into three sections, research, development and general construction.
- e. Until 1 January 1955, the Chief Constructor was Groebel (fmu) who, after this date, was appointed professor of the Faculty for Shipbuilding at the Rostock University. The Research and Development Department is headed by Haertel (fmu). The General Construction Office is headed by H. Bartz. Since the departure of Groebel, the function of Deputy Chief Engineer Constructor has been given to Bartz.
- f. The General Construction Office is divided into 11 sub-sections, of which sub-sections 1 to 9 are actual construction sections. Sub-section 10 is the drafting office and sub-section 11 the tracing office. They are distinguished by the prefix TKR, with a number. Section TKR-5 is the section dealing with the actual construction of main and supplementary switchboards and is located on Friedrichstrasse, Rostock. All other sections are in Rostock-Bahnhof<sup>2</sup> where the special section which handles technical installations in ships for the VP is situated. Access to this section is only possible with a special pass. All drawings and designs of this section are highly classified and kept in special vaults.
- g. Under the Construction Office are also the following construction sections of other shipyards:

Neptunwerft, Rostock  
 Warnowwerft, Warnemuende  
 Mathias-Thesen-Werft, Wismar  
 Volkswerft, Stralsund

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Small construction groups also under the particular sections of the Construction Office at Bahnsdorf<sup>2</sup> are at:

Elbwerft, Rostock  
 Schiffswerft, Rossau  
 Schiffswerft, Rothensee  
 Yachtwerft, Kopenick  
 Schiffsreparaturwerft, Stralsund

#### h. Technology

The manager of this section is Kurt Behnke, who lives in Rostock, Quartierstrasse 3. The section is divided into 3 sub-sections:

- (1) Planning technology
- (2) Production "
- (3) Equipment and tools

At all building sites there are technical sections which handle the preparations required for the various tasks.

#### i. Control of Materials

The Central Office is in Rostock-Marienehe, but there are representatives at each building site.

#### 6. Outlying Departments

VEB Warnowerft, Warnemuende  
 VEB Mathias-Thesen-Werft, Wismar  
 VEB Neptunwerft, Rostock  
 VEB Volkswerft, Stralsund  
 VEB Schiffsreparatur, Stralsund  
 VEB Yachtwerft, Kopenick  
 VEB Thaelmann-Werft, Brandenburg  
 VEB Schiffswerft Edgar André, Rothensee  
 VEB Schiffswerft, Rossau  
 VEB Peenewerft, Wolgast  
 VEB Elbwerft, Boizenburg  
 VEB Schiffswerft, Fuerstenberg/Oder  
 VEB Schiffswerft, Oderberg  
 VEB Schiffswerft, Uebigau (Dresden)  
 VEB Fischkombinat, Rostock  
 VEB Schalttafelwerk, Rostock-Marienehe

Smaller groups are at:

VEB Schiffswerft, Schuetz-Aken  
 VEB Schiffswerft, Genthin  
 Reparaturwerft, Rechlin  
 Greifswald  
 Barth

#### 7. Material Supplies

- a. Semifinished or finished components or materials are supplied first and foremost by the IKA enterprises (installations, cable and apparatus construction plants) which come under the Ministry for Machine Construction. As a result of a number of contracts or agreements, the IKA enterprises had to supply VEB Schiffselektrik for 1954 with materials to the value of 44,000,000 DM. By 31 October 1954, VEB Schiffselektrik had

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received materials to the value of 34,000,000 DME. This figure was expected to rise to 55,000,000 DME by 31 December 1954. The final payments figure for 1954 came to approximately 75,000,000 DME. This figure, however, included some 20,000,000 DME for assembly costs (salaries and overhead expenses).

b. Output capacity

The works have been and are working to full capacity. Enough orders are available, and it is the intention to increase the 1954 plan of 65,000,000 to 89,000,000 DME for 1955. This increase in the planned figure will, however, be entirely due to an increase in the value of materials and semifinished components held, and not to an increase in completed installations. The actual assembly costs in fact are to be reduced rather than increased as compared with the 1954 figure of 20,000,000 DME.

A number of difficulties were encountered during 1954, which seriously threatened the fulfilment of the year's plan. Apart from shortages of certain supplies and materials, there was also a manpower shortage which, especially during the last quarter, could only be overcome by recruiting workers from Central Germany as Fremdarbeiter (outside workers) for the VEB Schiffselektrik.

c. Turnover

Since 1949, the works were able to fulfil their turnover plans as laid down by the yearly plans as follows:

1949	—6,000,000 DME
1950	—24,000,000 "
1951	—22,000,000 "
1952	—22,000,000 "
1953	—50,000,000 "
1954	—65,000,000 "

The 1954 turnover will probably reach the figure of 75,000,000 DM; the figure is, however, the result of additional orders received for materials and components and not for actual installations. It would be unrealistic to deduce from the plan fulfilment of VEB Schiffselektrik, the fulfilment of the 1954 ship building program which is known not to have been fulfilled.

d. Returns

Until 1952, the works showed a profit. In 1954 (or even 1953) the first signs of exceeding the planned costs per installation appeared, which resulted in the works starting to run at a loss. This was caused by extensive repairs done to the Soviet ships: SOVETSKI SOYUZ, ADMIRAL NAKHIMOV, and YURI DOLGORUKI at the Warnowwerft shipyards and the LENSOWIET at the Mathias-Thesen-Werft at Wismar. The cost in excess of the plan for the SOVETSKI SOYUZ alone came to 1,000,000, of which only 400,000 was charged; the remaining 600,000 DME had to be borne by the works. The extra charges arose through waste, faulty material, faulty workmanship, and overtime. Nevertheless, the works showed on paper not only a profit of 600,000 DME, as per the 1954 plan, but will probably reach a profit figure of 1,500,000 DME. These profit figures are, however, misleading. They are entirely connected with the "material" position.

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e. VEB - 1955 Plan

The overall planned budget figure is 89,000,000 DME, of which approximately 69,000,000 DME are costs for materials and 20,000,000 DME for installation costs and overheads. The total number of employees would be similar to 1954, i. e. approximately 3,000.

- f. The total amount of planned work hours of the specialist personnel (qualified workers) is 4,203.306 hours. With a 120% work norm and a production increase to 105%, this equals 1,600 basic production workers. The average pay per day is 1.82 DME, including supplementary pay it usually reaches about 4.75 DME. As some of the employees are not up to standard, it is intended to exchange them for qualified personnel. No personnel reduction is visualized. The sum of 12,000 DME is included in the 1955 budget for increase of salaries.

8. The delivery of switchboard installations, cables and motors in 1954 was not satisfactory and seldom covered the demand. The motors and generators in particular had bad insulation properties. Among other shortcomings, the binding screw of motors and generators was poorly made, and in the larger types of equipment, the binding screw and its pin broke. Frequent production obstacles occurred also in the case of switchboards, as the IKA and EAW TREPTOW supplying centers did not supply the necessary materials because of shortages. At the end of 1954, a prolonged hold-up in the production of cables occurred as the present type of cable delivered (MKO) was to be exchanged for types MK (Marinekabel) and MKK (Marinekunststoffkabel). The lead coating of the MKO often broke or cracked. Breaks in cables occurred frequently. Supplies of measuring equipment, angle iron, water-tight aluminum alloys, and screws were unsatisfactory. The various works, therefore, were forced to seek substitute materials, which resulted in a rise in the cost of production and construction.

PART IIProduction Orders1. Warnowwerft, Warnemuende, Activitiesa. New Construction Program 1955

The new construction program at the Warnow shipyard for 1955/56 is confined to the following projects:

- (1) One 10,000 ton freighter, to be 60% structurally completed in the current year. Keel laid at date of information.<sup>1</sup>
- (2) Three 65 m Volga River craft, to be completed this year.
- (3) One 50 ton floating crane, commenced last year, to be completed by April 1955.
- (4) One 15 ton floating crane, commenced last year, to be completed by April 1955.

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b. Ships Under Repair

- (1) SOVETSKI SOYUZ - ex HANSA - expected to be completed in August 1955.
- (2) ADMIRAL NAKHIMOV - ex BERLIN - to be 85% completed this year.
- (3) YURY DOLGORUKI - ex HAMBURG - to be 90% completed this year.

2. Edgar Andre Yard, Rothensee, Activitiesa. New Construction Program 1955

- (1) Twelve deep sea tugs (seiner type), to be outfitted at Rothensee.
- (2) Eight Kuehl Logger (refrigerator luggers), to be outfitted at Rothensee. Sea trials at Wismar but carried out by Rothensee personnel.

3. Thaelmann Yard, Brandenburg, Activitiesa. New Construction Program 1955

Twenty-five Fischerei-Seiner for export to the USSR. Sea trials to be carried out at Greifswald by Brandenburg personnel.

4. Mathias-Thesen-Werft, Wismar, Activitiesa. New Construction Program 1955

New construction work at present in progress or to be begun during the current year:

- (1) Three Volga River craft 95 m.
- (2) Eight tank luggers to be built during current year.
- (3) One 50 ton floating crane.
- (4) One 15 ton floating crane.
- (5) Seagoing passenger vessel - length 110 m.; 8000 H.P.; to be 40% completed this year.

b. Ships under Repair

- (1) LENSOVIET - to be completed at the end of the year.
- (2) SESTRORETSK, VOLOGDA, VORONESH, to be completed in September 1955.
- (3) KALININGRAD, to be completed in December 1955.
- (4) KRASSIN - this icebreaker is due to return to the yard by the end of 1955.

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5. Neptunwerft, Rostock, Activities

- a. New construction work at present in progress or to be begun during the current year is as follows:

- (1) Freighters - 3000 tons [redacted] 25X1
- (2) Freighters - 3000 tons [redacted] coal firing. These are supply ships for the USSR Navy and are locally referred to as Schwimmbandwachen. The distinguishing features in connection with these ships are the powerful pump installations to be provided. The keel of one vessel has been laid to date.<sup>1</sup>
- (3) Freighter - 3000 tons [redacted] Similar type to para (1) above, but oil firing. 25X1
- (4) Freighter - 3000 tons [redacted] Similar type to para (2) above, but oil firing. 25X1
- (5) Auxiliary vessel - approx 3000 tons - referred to as "Project Hilfsschiff". To be 90% structurally completed during the current year. Other details not known.
- (6) 2 salvage vessels, begun in 1954, to be completed in December 1955.
- (7) One floating crane, 50 tons. To be completed in September 1955.
- (8) Two floating cranes, 15 tons. To be completed in October 1955.

b. Repairs

- (1) [redacted] a small number of minesweepers. 25X1
- (2) SOFIA - expected shortly. Details not known.

6. Schiffswerft, Gehlsdorf/Rostock, Activitiesa. New Construction Program 1955

- (1) Fire fighting boat, 26 m. probably for Sassnitz Harbor.
- (2) Two motor launches for the KASTOR.
- (3) Four motor launches for the BRANDWACHEN
- (4) Two motor launches for the EQUATOR (under repair at the Neptunwerft)

b. Ship Repairs

In addition to the normal repairs to trawlers, loggers and cutters, the Gehlsdorf yard has been commissioned to arrange for the general overhaul of the 12 Schwalben type vessels built at the Yachtwerft, Berlin Koepenick, during 1953/54.

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Of late the Seepolizei (VP(S)) have shown an increased interest in the Schiffswerft itself. Facilities include a modern building slip for vessels up to 1000 tons and one of 300 tons.

7. Peenewerft, Wolgast, Activities

a. New Construction Program 1955/56

- (1) Code name Krake. It was originally planned to construct four of these vessels in 1955 and four more in 1956. The revised program calls for the 50% completion of one Krake during the current year. The ships are for the VP(S) and are to be 6 m. longer than the enlarged series of Habicht-type vessels at present under construction at Wolgast.
- (2) Habicht. In addition to the six under construction and expected to be put into service within the next four months, a further six are scheduled to be completed by the spring of 1956.
- (3) Code name Skorpion. Also known by the designation of Object Putbus. Believed to have some connection with a degaussing station in the vicinity of Wolgast or on the Island of Ruegen.
- (4) Six 300 ton coastal motor vessels for export to the USSR.
- (5) One Delphin.

8. Volkswerft, Stralsund Activities

a. New Construction Program 1955

- (1) Eighty loggers, for export to the USSR. Constructed on Taktstrassen (assembly lines) Nos. 1 and 2.
- (2) Four trawlers, carried over from the 1954 program, for export to the USSR. After completion of the trawlers, Taktstrassen [ ] will be kept clear for special projects. Details not known.

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9. Schiffs u. Reparaturwerft, Stralsund, Activities

a. New Construction Program 1955

- (1) Twenty refrigerator ships from the 1954 Elbwerft, Boizenburg, program. Up to the end of December 1954, eighteen were completed at Boizenburg and transferred to Stralsund; not one of these had been fitted out up to the date of information. A Russian acceptance committee had insisted that [ ] be completed by 10 February 1955.
- (2) Fitting out of twenty-five refrigerator ships from the Boizenburg 1955 program. Facilities to cope with such large contracts are not available at the yard, consequently the program is unlikely to be completed during 1955.

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10. Elbwerft, Boizenburg, Activitiesa. New Construction Program 1955

- (1) Two refrigerator ships left over from 1954 program.
- (2) Twenty-five refrigerator ships for 1955 program. Fitting out yard is the Schiffs u. Reparaturwerft, Stralsund.

11. Yachtwerft, Berlin/Koepenick, Activitiesa. New Construction Program 1955

- (1) 12 Schwalben for the VP(S), similar in design to the previous series.
- (2) Motor cruiser for the VP(S), length 24 m.
- (3) Nineteen steel cutters, length 21 m. from Fuerstenberg.

12. Schiffswerft, Fuerstenberg, Activitiesa. New Construction Program 1955

- (1) Steel cutters, 17 in number, length 21 m. Built entirely at Fuerstenberg for export to the USSR.
- (2) Nineteen steel cutters, length 21 m. ships bodies only, completion yard Yachtwerft, Berlin/Koepenick.
- (3) Two steel hulls to be completed by Volkswerft, Stralsund.
- (4) Two steel hulls to be completed by Mathias-Thesen-Werft, Wismar.

13. Schiffswerft, Oderberg, Activitiesa. New Construction Program 1955

Seventeen steel cutters for export to the USSR. Fitting out also carried out at Oderberg.

14. Schiffswerft, Rossau, Activitiesa. New Construction Program 1955

- (1) Tragflaechenboot - one, similar in design to those built for the Kriegsmarine in 1940/44. VP(S) contract.
- (2) Forellen - four. Six were originally planned. VP(S) contract.
- (3) Freighter (Motorgueterschiff) - 300 tons, six in number.
- (4) 15 refrigerator luggers.

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15. Schiffswerft Uebigau Activities

a. New Construction Program 1955

- (1) Freighter (Motorgusterschiff), 450 tons, two in number to complete 1954 program.
- (2) Twelve Schwimmfahrrahmen<sup>5</sup> for export to the USSR. Transported to destination unassembled.

1.

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2.

Comment: Possibly Rostock-Barnstorf is meant.

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3.

Comment: As received.

4.

Comment: Possibly the word "containers" was omitted.

5.

Comment. Floating pile drivers

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